Committee to review the Disaster Management System

4789. SHRI C. RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Ministry of Railways had constituted a High Level Committee to review the Disaster Management System.

(b) the recommendations made by the Committee;

(c) whether Government have accepted these recommendations;

(d) how many of these recommendations have been implemented, so far; and

(e) the recommendations which have not been implemented, so far, and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir

(b) 111 recommendations have been made by this Committee.

(c) Yes, Sir.

(d) 61 recommendations have been implemented on all Zonal Railways so far.

(e) Balance 50 recommendations under various stages of implementation are long-lead items involving detailed study, designing, manufacturing, trial etc and are having heavy financial implications also.

Number of Train Mishaps

4790. SHRI RAVULA CHANDRA SEKAR REDDY:
SHRIMATI VANGA GEETHA:
SHRI C. RAMACHANDRAIAH:

Will the Minister of RAILWAYS be pleased to state:

(a) how many train mishaps have occured during the last five years, zone-wise;

(b) the reasons therefor; and

(c) the steps taken/to be taken by Government to prevent such mishaps?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The year-wise and zone-wise break-up of consequential train accidents for the last five years are as under:—

Railways	2000-01	2001-02	2002-03	2003-04	2004-05*
Central	58	50	32	17	20
Eastern	35	47	37	14	14
Northern	66	79	66	49	47
North Eastern	37	37	35	28	15
Northeast Frontier	95	58	38	30	12
Southern	43	35	26	24	08
South Central	48	36	42	28	16
South Eastern	53	50	30	07	03
Western	29	22	21	20	16
East Central	—	—	13	23	18
East Coast	—	—	—	12	14
North Central		—	—	11	10
North Western	----	—	09	20	14
South East Central	—	—	—	14	11
South Western	----	—	—	14	07
West Central	----	—	—	09	07
Konkan Railway	09	01	02	05	02
TOWL	473	415	351	325	234

* Figures are provisional.

NOTE: East Central & North Western Railways came into existence from October 2002 and East Coast, South Western, West Central, North Central & South East Central Railways became operational from April 2003.

(b) The cause-wise analysis of consequential train accidents for the last five years are as under:—

Cause	2000-01	2001-02	2002-03	2003-04	2004-05
Railway Staff Failure	293	248	186	161	132
Equipment Failure	33	24	18	18	2
Other Than Railway Staff	109	103	118	107	74
Sabotage	19	14	10	18	7
Combination of Factors	4	—	2	2	—
Incidental	11	20	15	17	15
Not Established	4	5	2	2	—
Under Investigation	—	1	—	—	4
GRAND TOTAL	473	415	351	325	234

(c) Safety is the prime concern of Indian Railways and adoption of new measures to improve safety is a continuous process. The measures being taken by Indian Railways to minimize incidence of accidents include adoption of suitale modern technology for interlocking and signalling systems, up-gradation of standards of track and rolling stock, modernization of maintenance practices, replacement of overaged assets, up-gradation of training aids like simulators, checks on observance of safety precautions and provision of Anti Collision Device.

Import of duty free raw materials by steel industries of

Chhattisgarh

†4791. SHRI RAMADHAR KASHYAP: Will the Minister of STEEL be pleased to state:

(a) the details of the non-Government steel industries in Chhattisgarh which have imported duty free raw materials from abroad to complete the export of steel pipes during the last three years;

(b) the number out of these industries which could not make the export of steel pipes to other countries even after such import;

(c) whether the industries which could not make the export of steel pipes on import of raw materials;

(d) if not, the details of these industries; and

(e) the action being taken by Government against those industries?

†Original notice of the question was received in Hindi.